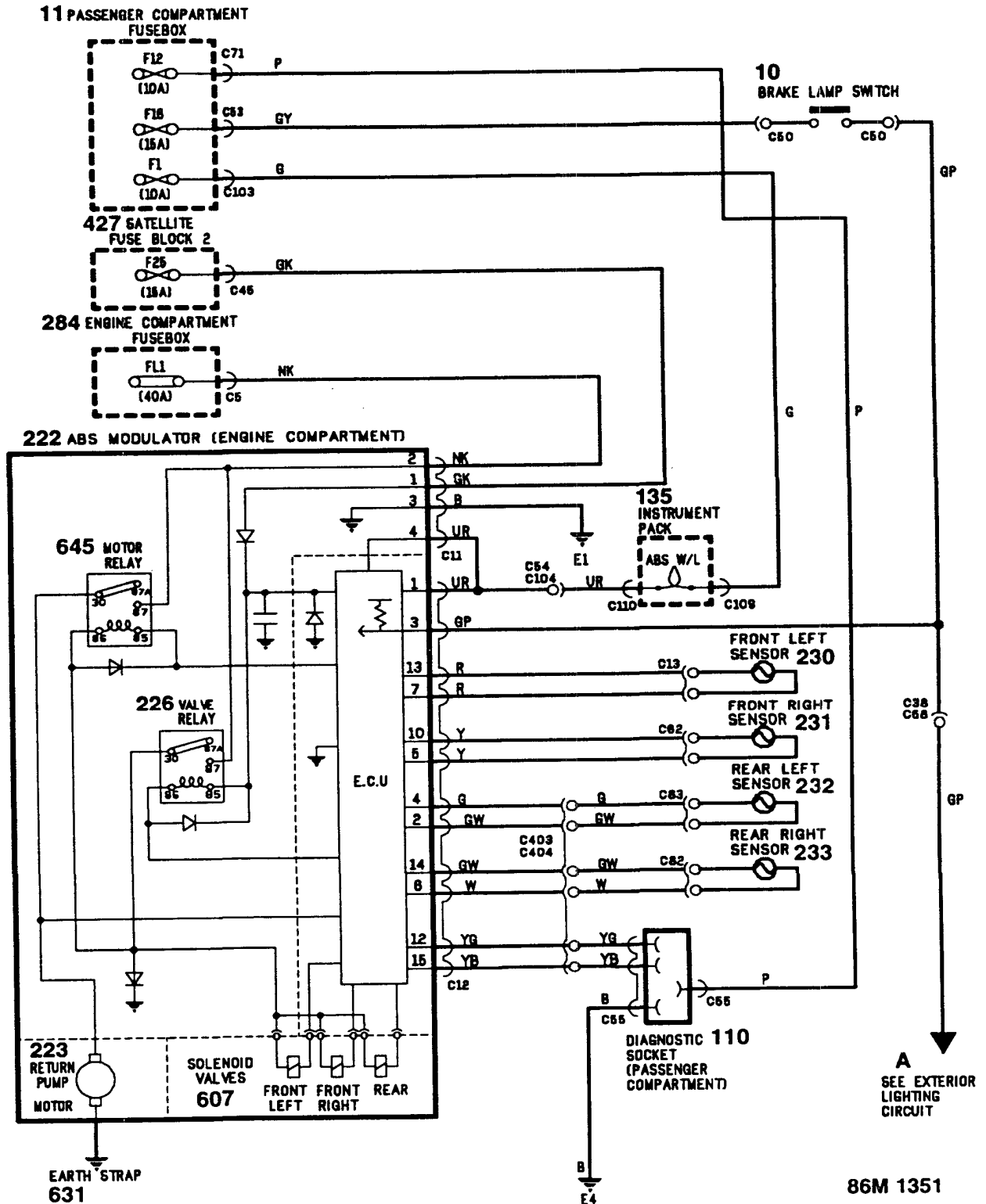


Brakes - ABS

Circuit diagram - 1.4, 2.0 and Diesel models





ANTI LOCK BRAKING (ABS) - 1.4, 2.0 AND DIESEL MODELS

The ABS2E system is controlled by the electronic control unit (ECU) with power supply to the system from fuse 25 on a G/K wire. The 12 volt supply from fuse 25 is supplied to the ECU when the ignition is switched on.

The ECU has an integral voltage control system. If the voltage rises or drops excessively the ECU will switch off the system. The ECU monitors the supply voltage at all times.

The G/K wire feeds both the ECU and the solenoid valve relay. Simultaneously, the ECU supplies an earth path to the solenoid valve relay coils energising the relay. With the relay energised a feed from fusible link 1 on a N/K wire is passed through the relay to the 3 solenoids.

The warning light in the instrument pack is fed from fuse 1 on a G wire. When the ignition is initially switched on the ECU supplies an earth path to the warning light for 3 seconds whilst the ECU does a system check. The system check is carried out in two parts, the first a static check and the second a dynamic check at speeds over approx. 4 m.p.h. (6km/h). In the event of a fault in the system the ECU switches on the warning light and switches off the ABS system.

There is a feed from the brake switch on the G/P wire to the ECU whenever the pedal is pressed.

When the vehicle is stationary the wheel sensors supply no signal to the ECU. When the vehicle is moving the sensors provide a sine wave signal the frequency of which is proportional to the wheel speed. The ECU uses the solenoid valves and the return pump to control the fluid pressure being applied at each wheel.